

BRITISH NOTES OF THE WEEK.

ROYAL FLYING CORPS.

THE following appointment was announced in the *London Gazette* of the 10th inst. :—

Special Reserve of Officers, Royal Flying Corps. Military Wing.—Montague R. N. Jennings to be Second Lieut. (on probation). September 11th, 1912.

The Admiralty and Aviation.

UNDER the new scheme approved by the First Lord of the Admiralty for the distribution of Admiralty business, the First Sea Lord has charge of the tactical employment of aircraft, while the design of aeroplanes and airships is in the department of the Third Sea Lord, who also supervises the Director of the Air Department. Contracts for aeroplanes and airships will be under the charge of the additional Civil Lord, but important orders will also be referred to the Third Sea Lord.

The "X" Constant.

OUR monthly contemporary *Aeronautics* does us the honour of recognising the originality of our Technical Editor's new constant X for aeroplanes, and we are not less interested in the frankly critical comment wherein it is described as "a new criterion of efficiency, which is so misleading from many points of view that, if it met with any acceptance, it might well effect untold harm. . . . The formula is a curious jumble and bears the obvious marks of undue hurry and laxity of thought."

Flying at Election.

ON Monday Mr. B. C. Hucks imported into the Midlothian election a spice of novelty by making flights over Dalkeith, Penicuik, Portobello and Edinburgh, distributing election literature during the trip. In the morning he went to the east, and in the evening to the west of the constituency, the latter trip lasting three-quarters of an hour. On Tuesday he completed his aerial tour of about 100 miles over Midlothian by a visit to the eastern side of the division.

M. Salmet in Dublin.

ON Monday some thousands of spectators saw M. Salmet fly at Dublin. In the morning he flew over from Leopardstown to Phoenix Park and back, and in the afternoon he was flying over the Vice-Regal and Chief Secretary's residence. He also made a circuit over Phoenix Park at a height of well over 1,000 ft.

The "Dope" on the Cody Winner.

AMONG the various refinements which helped to contribute to the success of the Cody biplane in the Military Trials it should not be overlooked that the planes were treated with "Cellon" which proved most satisfactory, rendering the planes both waterproof and oilproof.

Testing a Klaxon on an Aeroplane.

SOME details have been sent us by Mr. H. E. Shaw, of the Klaxon Co., concerning some trials made with a Klaxon horn mounted upon a Farman machine and piloted by Commander

Samson at Eastchurch on September 2nd. Mr. Shaw tells us that the horn was temporarily fitted to a Farman biplane and continues his narrative as follows :—

"Lieutenant Hewitt was taken up as a passenger to operate the Klaxon by blowing it several times for two or three seconds at half minute intervals. The biplane was circled around the aerodrome at heights of from 400 to 500 ft., and when it was found that the horn could be clearly heard through the din of the 50-h.p. "Gnome" engine, Commander Samson went further afield, and at a higher elevation. At frequent intervals Lieut. Hewitt sounded the horn, giving signals by means of the Morse Code, these were clearly heard and "read" by those below, and at one period the signals



Photo by G. M. Part.

The Avro biplane in its shed after a flight in the Military Aeroplane Trials, showing the cabin door open through which access to the pilot's seat is obtained.

could still be heard even when there were two other machines in the air besides, one of them a "Deperdussin" monoplane flying close by us at a low altitude. This test lasted fully half an hour, the Klaxon behaving most perfectly throughout.

"When the Farman machine came to rest, we found that the barometer registered an altitude of 850 ft., and it was estimated that the circles made by the machine had a radius of from a mile to a mile and a-half, and that although the signals could be heard more clearly down wind, yet when the machine was returning up wind towards us, and fully a mile away, the sound could be heard quite well enough to be interpreted. All present were extremely pleased with such satisfactory results, but myself especially so, as the result of the test was even more convincing than I had expected."



WITH THE ROYAL FLYING CORPS AT THE ARMY MANŒUVRES.—A section of the aeroplane camp at Willian.